	3/2002	4/2001	4/2002	3/2002	4/20001	4/2002
6. Haryana State Electricity Board	5.33	41.00	1.97	5.3	40.84	1.64
7. Karnataka State Electricity Board	0.03	0.21	0.33	0	0.00	0.00
8. Maharashtra State Electricity Board	0.43	15.39	9.07	0.2	13.30	6.97
9. Madhya Pradesh State Electricity Board	2.99	2.35	14.96	2.4	0.93	8.63
10. Punjab State Electricity Board	325.31	217.29	365.32	325.3	23.37	363.91
11. Rajasthan State Electricity Board	105.75	87.28	107.33	105.3	25.20	106.78
12. Tamil Nadu State Electricity Board	0.59	17.60	0.67	0.41	8.21	0.46
13. Uttar Pradesh State Electricity Board	8.27	5.29	22.65	7.77	5.33	21.79
14. West Bengal State Electricity Board	4.21	26.09	19.42	3.57	21.41	17.38
Total:	615.24	765.69	709.19	611.69	487.62	693.55

Mumbai-Ahmedabad bullet train

395. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a Memorandum of Understanding has been signed recently with the Spanish Railways for undertaking feasibility studies for introduction of a bullet train between Mumbai and Ahmedbad;

(b) if so, the details of the proposal finalised;

(c) whether it is also a fact that in a similar study for theDelhi-Mumbai route, carried out earlier by the Japan, it was found that such a proposal was neither practicable nor financially viable and the project was abandoned; and

(d) if so, the details of the fresh circumstances for undertaking a similar study, when even Rajdhani Express is considered over-priced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Yes, Sir. A Memorandum of Understanding has been signed by the Ministry of Railways and the Spanish Railways (RENFE) for undertaking a fesibility study for running of High Speed Train between Mumbai and Ahmedabad. The proposal has been sent to Ministry of Finance for further processing. Ministry of Finance has further forwarded the proposal to Spanish Embassy in New Delhi.

(c) and (d) A study was undertaken by JICA (Japan International Cooperation Agency) in 1987 for Railway Improvement Plan of Transport Capacity and Train Speed on the Delhi-Kanpur Section. Total investment was put at around Rs. 2200 crores (in 1987 prices) for laying a new high speed corridor between Delhi and Kanpur. This study is about 15 years old. The traffic figures now indicate that Mumbai-Ahmedabad is the heavist corridor.

It is considered worthwhile to undertaken a fresh study. The decision about its funding will be taken up once the feasibility of the project is established. It will be offered to prospective investors through Build, Own, & Operate route or through public-private partnership, based on the feasibility established.

Leasing out the passenger coaches

396. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has decided to lease out the passenger coaches to the private sector, for commercial exploitation;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps taken to ensure that the proposed scheme does not affect the existing passenger services, being rendered by the Railways on regular routes?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) and (c) Do not arise.